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1. On the occasion of a conference held at the Soviet construction headquarters in Verder on 31 August 1953, [] construction plans for Tutow airfield. []

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The installation, which was previously used by the German Air Force consisted of two relatively small landing fields which were separated by a built-up strip 100 to 500 meters wide. The new runway will be 2,200 meters long and 600 meters wide. The runway will extend across the two former landing fields.

2. A total of 62 aircraft revetments are scheduled to be constructed at the installation. Of these 32 will be built along the north side of the field, the remainder along its south side. The aircraft revetments were apparently scheduled to be built of prefabricated reinforced concrete sections. The revetments will be smaller than those built at Brand airfield. However, they are large enough to receive the same type of aircraft as stationed in Brand. The revetments have a concrete surface 36 meters long and 11 meters wide and are built along the taxiway. Opposite these revetments, on the other side of the taxiway, are concrete aprons 11 meters wide and 30 meters long. Source believed that these aprons will be used to facilitate the parking of aircraft in the revetments. Five or 6 revetments of the same type were observed on the southeastern portion of the taxiway.
3. The two extensions at the ends of the runway are only 300 meters long. This is due to terrain features, because a further extension of the runway to the southeast was made impossible by a spur track connecting the field with Demmin, while a river blocks an extension of the runway to the northwest.

☐ Comment. The present report of Tutow airfield represents a new picture of the status of this field. The information contained in the report is believed to be credible. For sketch of airfield, see Annex.

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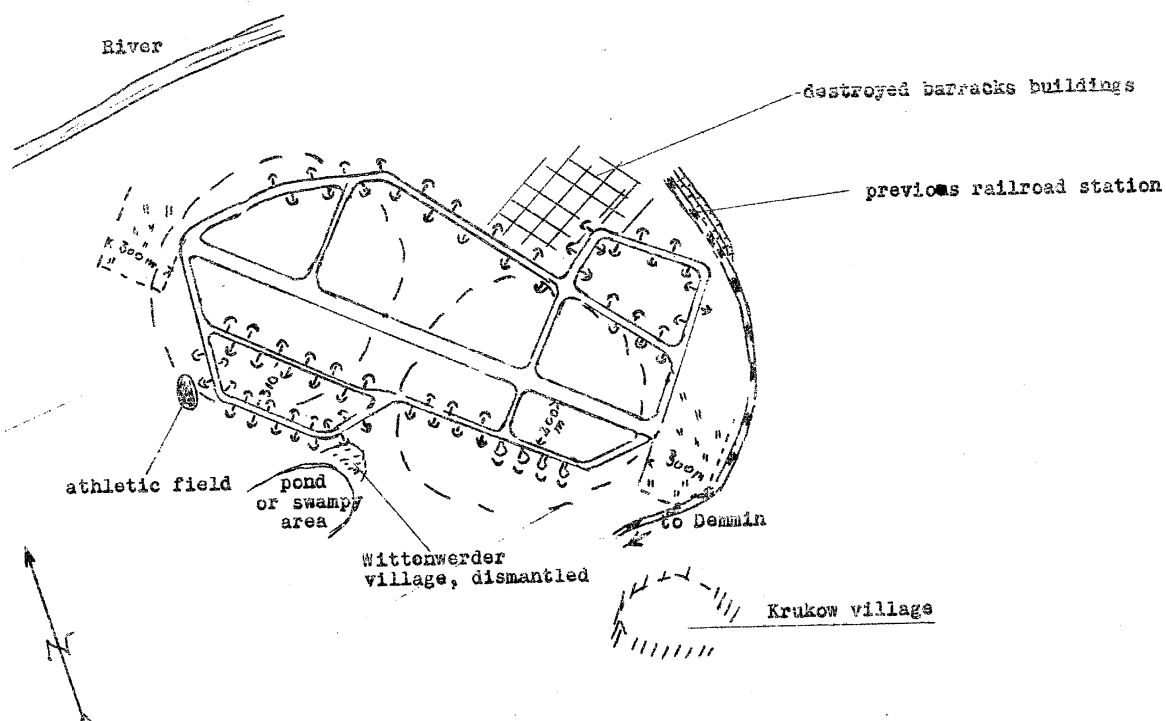
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